

US EPA RECORDS CENTER REGION 5



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REILLY TAR & CHEMICAL CORPORATION

H. L. Finch

St. Louis Park

W. A. Justin

October 6, 1970

Pollution - Edens Oil Separator

On October 5, 1970, I visited the North American Car Corporation for the purpose of observing a Edens Primary Oil Separator, similar to the one we are considering installing. This unit is used to separate oil and sludge, which comes from their tank car cleaning operation. Mr. Lavertu, their plant engineer, told us they were required to limit their oil discharge to 100 ppm, and that they were having no difficulty meeting this specification. Mr. Lavertu explained, that some oil carry over would occur if the flight conveyor was operating during discharge, therefore they operated the flights at night and shut off the discharge and inlet during this period. Since our flight conveyor is designed to move oil to a sump area, the speed of movement may have to be held to a minimum.

A sample of water that I obtained from the discharge, shows no sign of oil skin on the surface, and is only very slightly cloudy.

Maintenance on the unit is so slight that it does not warrant consideration. Their only problem has been the replacement of two motors that burnt out when a sump, in the pit containing the separator, failed, and the pit filled with water, shorting out the motors. This of course would not occur in our case since the unit will be above ground. Mr. Lavertu said he would prefer to have the unit above ground, but their existing drainage system had dictated installing it in a pit.

The unit and area around the unit was clean although no special effort has been necessary to maintain this.

From what I have observed the unit appears to be satisfactory from a standpoint of efficiency, maintenance, and cleanliness.

Very truly yours,

W. A. Justin

W. A. Justin

Mr. Hennessy - Indpls.
Mr. Leshar - Indpls.

WAJ:sjg



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